

with this land. We have images of coal mining that are very, very hurtful. We see strip mines in Kentucky and West Virginia. We see smokestacks belching out black smoke and blaming it on coal. When the administration talks about stopping coal mining in this area, there is an immediate emotional reaction that this is a good thing to do. I have personally been to the proposed location of this mine. We are not talking about strip mining here, Mr. President, we are talking about mining below the surface of the ground. The only impact on the ground would be a mine opening smaller than one of the walls here on the side of the Senate—an opening just wide enough to bring out the trams carrying the coal, and that is it. With long-wall mining technology, you can go into the mine and produce the coal with no more impact on the surface than that.

Second, we are not talking about the kind of coal that comes out of West Virginia and Kentucky, a high-sulfur coal which when burned produces dramatic damage to the atmosphere. We are talking about the low-sulfur coal that the environmentalists are hoping we can find to burn in this country. We are talking about coal that will produce the right kind of environmental impact when it ultimately ends up in a furnace somewhere.

So, by saying we are going to stop the production of low-sulfur coal in Utah, people are in fact admitting they are going to increase or at least maintain the burning of high-sulfur coal that comes from elsewhere with the appropriate damage to the environment.

Finally, all of this talk about a Dutch company implies that you are going to see a giant come from overseas to somehow fasten itself on Utah and suck things out of Utah's ground. The company may indeed have its shareholders as citizens of a European country. I do not know exactly where they live. I do know the company has been a responsible, tax-paying, job-producing corporate citizen of the State of Utah for decades. It is already mining coal in an environmentally sensitive way in central Utah. It has demonstrated that it knows how to do it, minimizing any kind of environmental impact. If there ever was a company I would want to proceed with the development of these coal resources, it would be one with the experience and the track record of good corporate citizenship which this company has shown in the years it has operated in Utah. So it is true to say that their shareholders don't live in Utah or maybe in the United States. But that I find is irrelevant when one recognizes what they have done for our State and how important the economic activity that they have generated for our State has been.

I thank the Chair. I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Ms. MOSELEY-BRAUN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

FEDERAL AVIATION REAUTHORIZATION ACT OF 1996

Ms. MOSELEY-BRAUN. Mr. President, I would like for a moment to comment on the pending legislation, the FAA Reauthorization Act, to add a few words in support of comments made by Senator WYDEN earlier regarding the train whistle amendment.

I am particularly gratified at the activity of the managers in accepting the language of the train whistle amendment because I think it does represent a step in the right direction in calling for Federal-State cooperation, Federal-State partnership and engagement and involvement of local governments in the decisionmaking process.

Certainly, we are all concerned about safety, and safety is at the core of the legislative authority pertaining to the train whistle requirement. At the same time, our laws have to achieve a balance. We have to balance the various interests, particularly the interests of local communities in maintaining quality of life in those communities—areas like my own and those represented by Senator WYDEN. There are parts of my State, for example, in which you have the confluence of many different railroad lines, in particular in suburban communities, which may mean that, at the behest of safety, the communities lose whatever quality of life they have because you may have train whistles sounding every 5 minutes.

As you know, Mr. President, the Chicago area has been known historically as the transportation hub of the United States. So in the hub, when we have the confluence of many different rail lines, the train whistle issue cuts to the heart of our ability to balance the needs of communities, to maintain communities where people can live versus our national need for safety.

So I think the language of this amendment goes a long way in encouraging local input, in encouraging flexibility, and encouraging the kind of cooperation we need. The days of heavy-handed bureaucratic responses to these kinds of issues have to be over. We have to begin to explore ways in which we can maximize local input, at the same time recognizing our connection as a national community.

I believe the train whistle language does that, recognizes the overarching interests that bring us together, but it also provides local governments the capacity and ability to be heard without having to spend a lot of money for lawyers and hiring specialists and the like, that they can do it in a simplified and straightforward manner.

So I thank the managers of this legislation. I thank Senator WYDEN for his leadership in this area.

I yield the floor.

CONCLUSION OF MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, the hour of 2 p.m. having arrived, morning business is now concluded.

FEDERAL AVIATION REAUTHORIZATION ACT OF 1996

The Senate continued with the consideration of the bill.

VOTE

The PRESIDING OFFICER. Under the previous order, the question is on passage of H.R. 3539, as amended. The yeas and nays have been ordered. The clerk will call the roll.

The legislative clerk called the roll.

Mr. FORD. I announce that the Senator from West Virginia [Mr. ROCKEFELLER] is necessarily absent.

The PRESIDING OFFICER (Ms. SNOWE). Are there any other Senators in the Chamber who desire to vote?

The result was announced—yeas 99, nays 0, as follows:

[Rollcall Vote No. 293 Leg.]

YEAS—99

Abraham	Feinstein	Lott
Akaka	Ford	Lugar
Ashcroft	Frahm	Mack
Baucus	Frist	McCain
Bennett	Glenn	McConnell
Biden	Gorton	Mikulski
Bingaman	Graham	Moseley-Braun
Bond	Gramm	Moynihan
Boxer	Grams	Murkowski
Bradley	Grassley	Murray
Breaux	Gregg	Nickles
Brown	Harkin	Nunn
Bryan	Hatch	Pell
Bumpers	Hatfield	Pressler
Burns	Hefflin	Pryor
Byrd	Helms	Reid
Campbell	Hollings	Robb
Chafee	Hutchison	Roth
Coats	Inhofe	Santorum
Cochran	Inouye	Sarbanes
Cohen	Jeffords	Shelby
Conrad	Johnston	Simon
Coverdell	Kassebaum	Simpson
Craig	Kempthorne	Smith
D'Amato	Kennedy	Snowe
Daschle	Kerrey	Specter
DeWine	Kerry	Stevens
Dodd	Kohl	Thomas
Domenici	Kyl	Thompson
Dorgan	Lautenberg	Thurmond
Exon	Leahy	Warner
Faircloth	Levin	Wellstone
Feingold	Lieberman	Wyden

NOT VOTING—1

Rockefeller

The bill (H.R. 3539), as amended, was passed, as follows:

Resolved, That the bill from the House of Representatives (H.R. 3539) entitled "An Act to amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration, and for other purposes", do pass with the following amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) *SHORT TITLE*.—This Act may be cited as the "Federal Aviation Reauthorization Act of 1996".

(b) *TABLE OF CONTENTS*.—

Sec. 1. *Short title; table of contents.*

Sec. 2. *Amendments to title 49, United States Code.*